



KOMITE NASIONAL KESELAMATAN TRANSPORTASI
REPUBLIK INDONESIA

Indonesia establishment of an independent accident and incident investigation authority

by

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First establishment

- In 1997 Indonesia established AAIC (Aircraft Accident Investigation Committee) as independent aviation accident investigation authority under the Ministry of Transportation.
- Establishment of the AAIC was caused by the number of accident were not determined and no lesson learn were taken.
- To be independent, the Chairman and investigators were not taken from the ministry of transportation (aircraft operator, university lecturers, police and air force).



Development

- In 1999 the AAIC transformed into *Komite Nasional Keselamatan Transportasi* (KNKT – NTSC/National Transport Safety Committee) as independent investigation authority responsible to conduct safety investigation of **4 modes of transportation** (aviation, marine, railway and road) responsible to the Minister of Transportation based on President Decree.
- This was based on the consideration that all other modes also required safety investigation to enhance safety.
- In 2012, based on President Decree, KNKT **responsible directly to the President**. This strengthened the KNKT independency.



KNKT Duties

- Aviation division performs the duty refer to Aviation Act, Government Decree and President Decree;
- The President Decree stated that KNKT is responsible to:
 1. Conduct safety investigation of transportation accident;
 2. Issue safety recommendation to related parties to improve safety; and
 3. Provide advise to the President based on the investigation result to improve transportation safety;



KNKT Investigator

- Investigator KNKT (including the seconded) taken from several sources such as aircraft operator, university lecturers, Air Force, etc.
- KNKT also entitle to appoint any person based on his/her area of expertise to assist the investigation. The person shall not from the entity that is being investigated.
- The advantage of having seconded investigator are to keep the investigation independent and the investigators are up date with the current technology, regulation and existing condition.
- The dis-advantage is hard to keep all investigator to meet at the same time, even we already have MOU.



Organisation capabilities

- In 2007, cooperation between KNKT and Australia Transport Safety Bureau (ATSB) initiated in the area of investigation training and development. 6 KNKT investigators trained in ATSB for Diploma program. Some others were placement in shorter period for courses or investigation management and support.
- In 2009, KNKT established flight recorder facility while the training of flight recorder specialist was conducted under the cooperation with ATSB.



Investigator trainings

- With the cooperation with ATSB, KNKT has established investigator trainings:
 - Aircraft Accident Investigation Fundamental;
 - Bloodborne Pathogen (Safety at the accident site);
 - Human Factors for investigation;
 - Analysis Training;
 - Investigation interview
- And develop some other training
 - Accident photography
 - Media handling
 - Report writing workshop
- Also send participants to several courses/training overseas



Investigation Budgeting

- KNKT has annual budget based on prediction referring to previous year investigation activities;
- KNKT entitle to withdraw national emergency budget for major investigation;

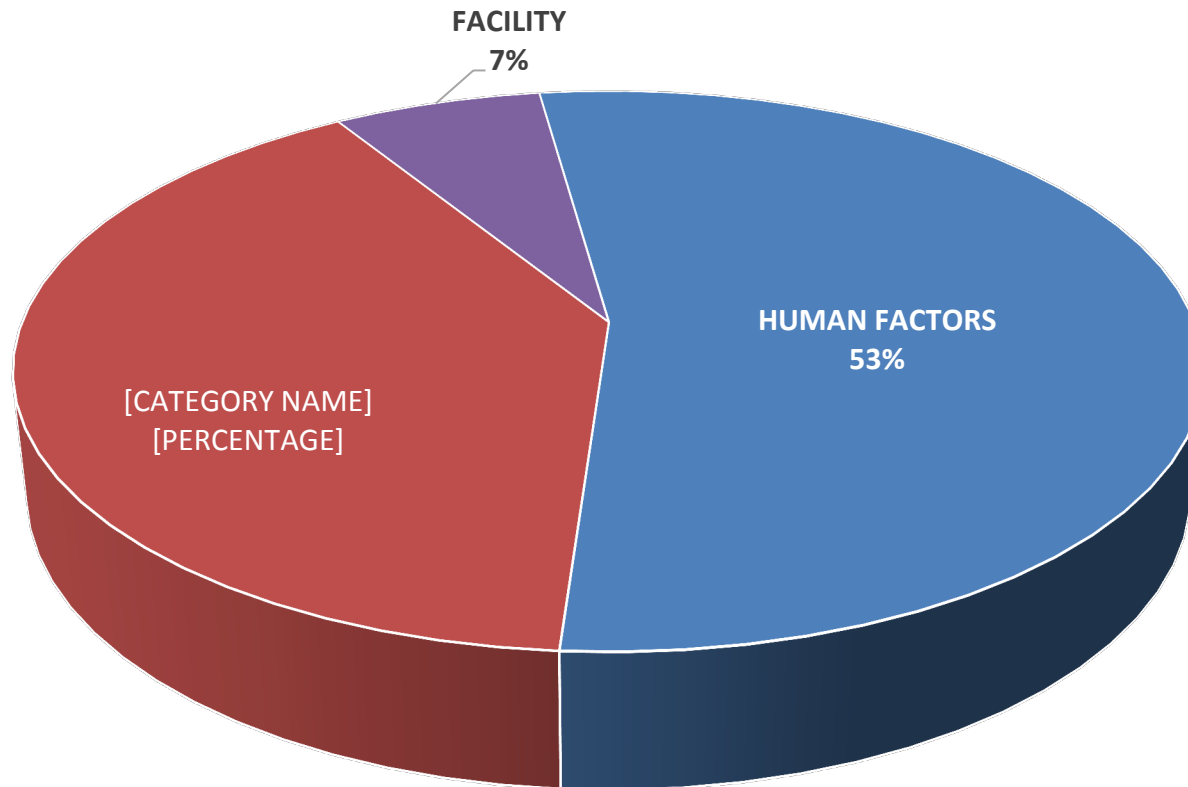


Investigation support

- KNKT had established MOU with several institution or facility to support the investigation such as metallurgy laboratory, fuel test facility, psychology facility of Indonesia Air Force, etc.)
- KNKT maintained the cooperation with regional investigation authority in ASEAN and ATSB in area of investigation training, capability development and investigation.
- KNKT participate in the international investigation communities (ISASI, ASIASASI, MAIF, ICAO AIG, etc)

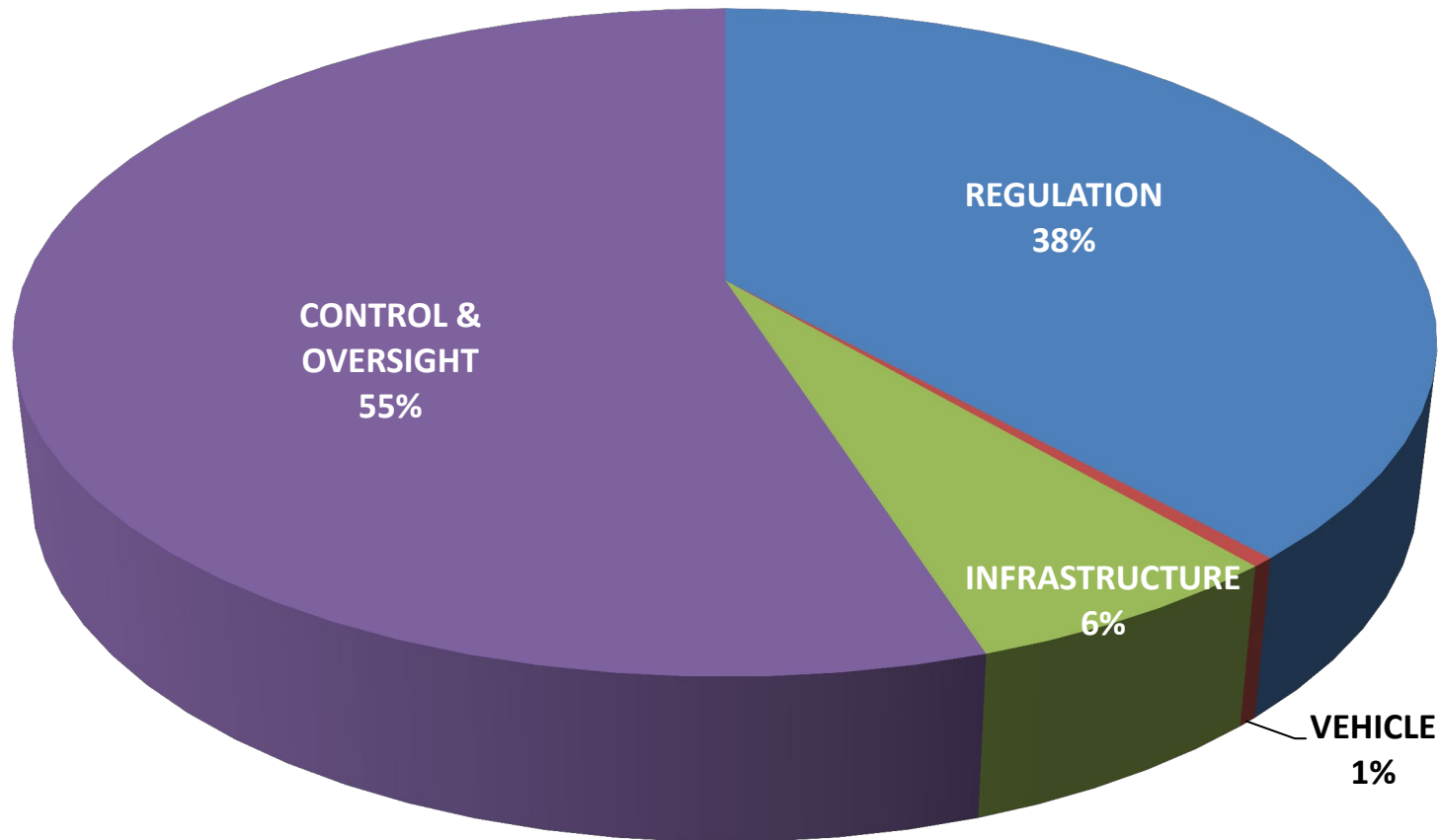


Contributing Factors (2007 – 2019)





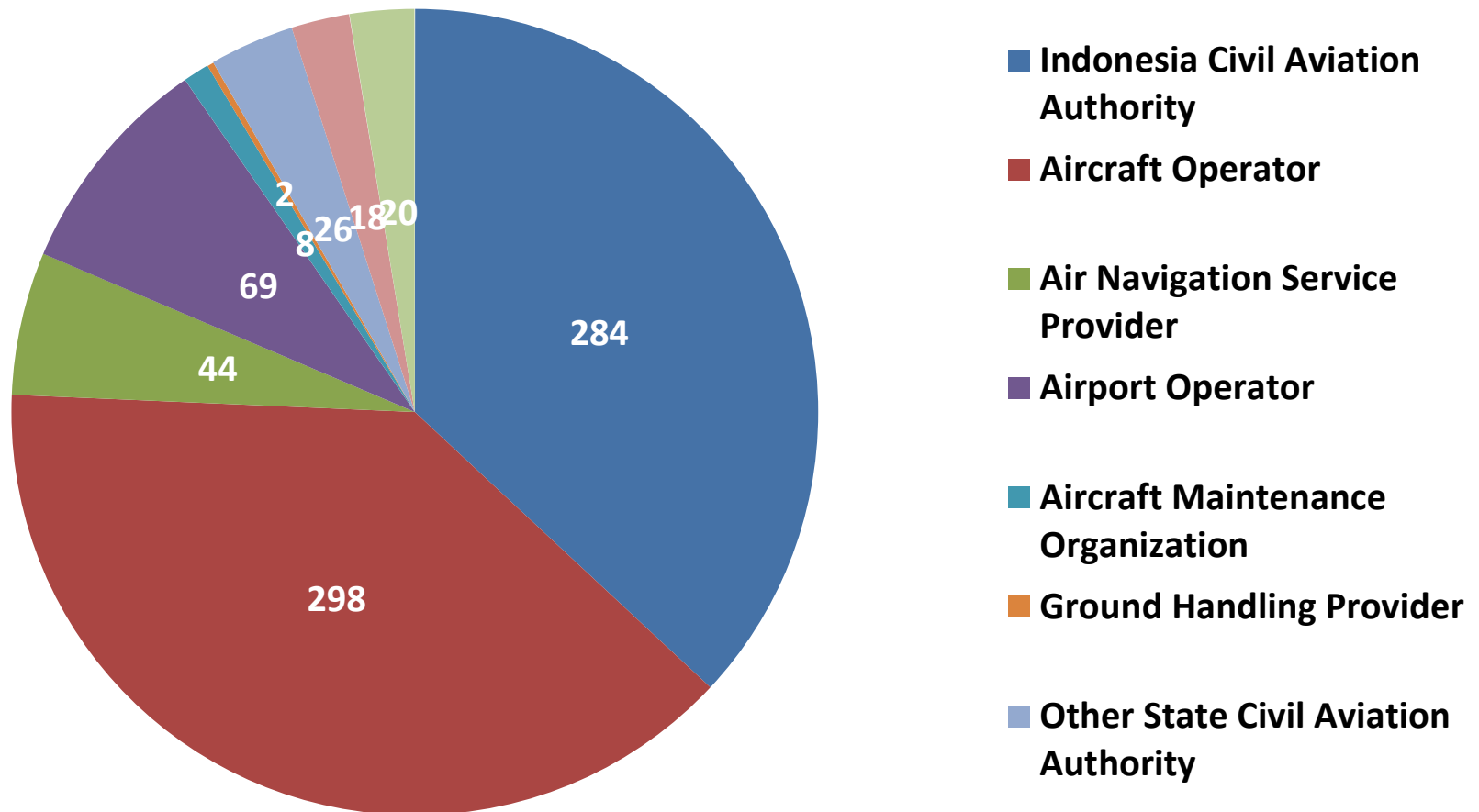
Safety Recommendations 2012 -2020





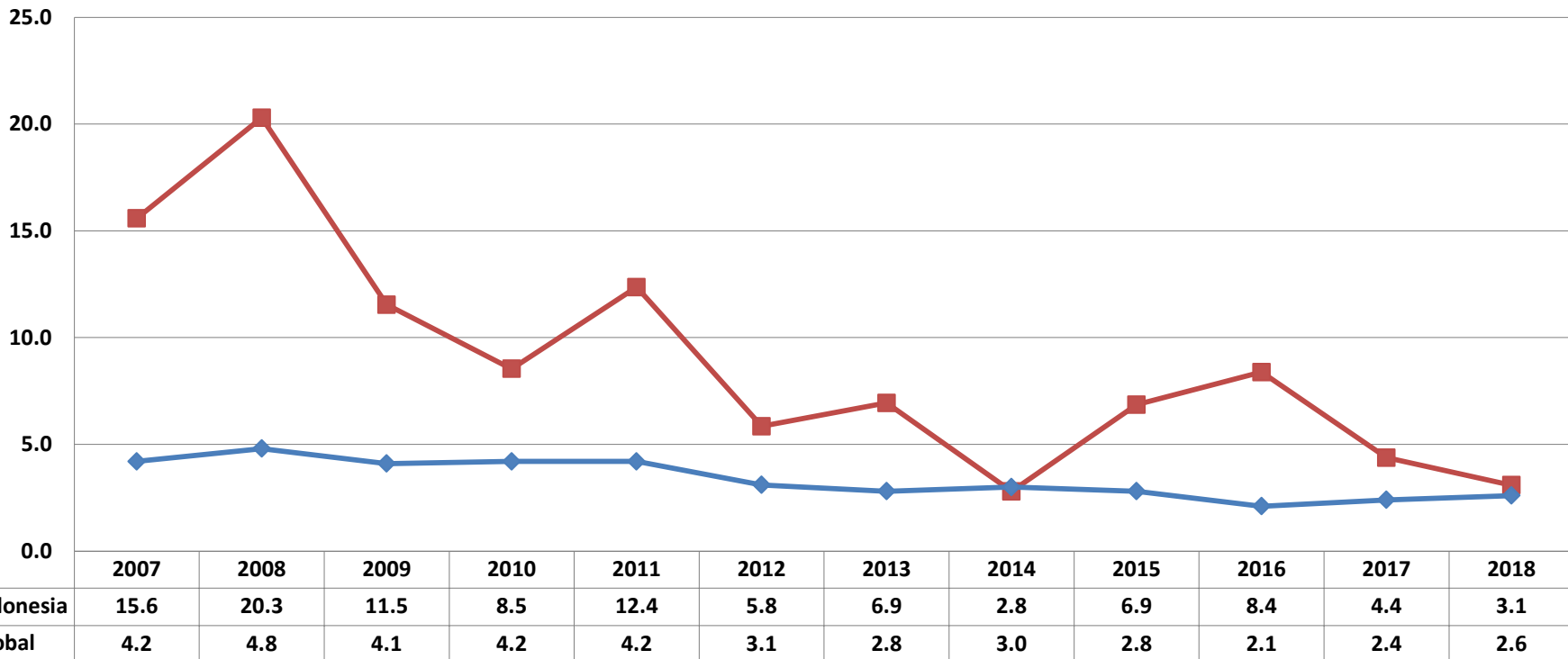
Safety Recommendation receivers

(2007 – 2020)





Rate of Accident (MTOW > 5,700 kg)





Future

- KNKT had been requested to assist several investigations of non-transportation accident such as bridge or construction collapses.
- KNKT initiated the development to become National Safety Bureau which responsible for safety investigation of some area including **transportation, construction, industry, mining, oil and gas**.
- This was based on the consideration to take lesson learn from accident in all areas and to prevent similar occurrence.
- The investigation will use transportation method with experts of each area.



Summary

- Independent investigation authority is important to be established to conduct independent investigation and improve safety;
- Strong legislation is required;
- Being independent requires adequate resources including human (number and capability), facilities and financial;
- Cooperation with institution, organization and other investigation authority is important to enhance the investigation capability.



THANK YOU

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